

# ***WELCOME!***



## ***COMMUNITY OPEN HOUSE SERIES***

***LOS ANGELES TO SAN DIEGO  
VIA THE INLAND EMPIRE SECTION***

***PRELIMINARY ALTERNATIVES  
ANALYSIS REPORT, 2011***

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***LOS ANGELES TO SAN DIEGO***

*California High-Speed Rail Authority*  
*Southern California Inland Corridor Group*



# ***AGENCY AND PUBLIC OUTREACH***



- ❑ **Scoping Meetings, October/November, 2009**
  - 12 Public Scoping meetings
  - 2 Resource Agency Scoping Meetings
  - More than 800 attendees; more than 1,200 comments received
- ❑ **Southern California Inland Corridor Group (MOU Partners)**
  - Monthly meetings since 2009 (24 meetings)
- ❑ **Technical Working Groups in each of Four Counties, 2009-2010**
  - Five rounds with each county at key milestones (20 meetings)
  - Working groups with San Gabriel Valley COG, Gateway COG & San Diego Agencies (10 meetings)
- ❑ **Resource Agency Meetings**
  - Two rounds of meetings for project review at key milestones (4 meetings)
- ❑ **Municipality, Agency and Stakeholder Meetings**
  - 363 meetings in four counties in 2009 and 2010
  - City staff, elected officials, public agencies, business community

# PRELIMINARY ALTERNATIVES ANALYSIS REPORT, 2011

## Alternatives & Stations Evaluated



### ❑ Alternatives:

- ✓ 500 miles of alternatives evaluated for 170-mile corridor in four counties

### ❑ Stations:

- ✓ 24 candidate stations evaluated for 8 LA-SD stations

### ❑ Evaluation factors:

- ✓ Operations
- ✓ Community disruption & impacts
- ✓ Travel time
- ✓ Capital & operating costs
- ✓ Constructability
- ✓ Environmental constraints & impacts
- ✓ Intermodal connections
- ✓ Development potential
- ✓ Property impacts
- ✓ Right-of-way constraints





# PRELIMINARY ALTERNATIVES ANALYSIS REPORT, 2011 *Alternatives Carried Forward*



- ❑ Reduced 500 miles of alternatives and design options to 290 miles (corridor length 170 miles)
- ❑ Reduced 24 station options to 13
- ❑ Recommended withdrawal of alignments for utilizing UPRR ROW or immediately adjacent to UPRR
- ❑ Concluded a variety of alternatives will allow for meeting the 1 hour 20 minute “express” run-time requirement
- ❑ Recommended that San Diego International Airport is an appropriate terminus for the HST system



## ***MORE ANALYSIS NEEDED***

### **Continued review of these areas:**

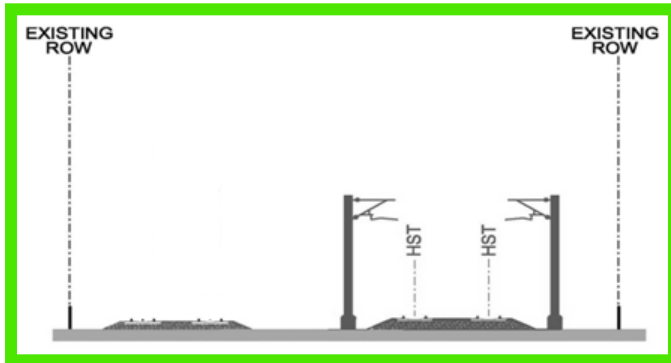
- ☐ **Los Angeles Union Station connections**
  
- ☐ **I-10 and SR 60** (Los Angeles County)
- ☐ **Holt and First Street/State Street**  
(Los Angeles & San Bernardino Counties)
- ☐ **Metrolink San Bernardino and I-10**  
(San Bernardino County)
- ☐ **I-15 and I-215** (Riverside County)
- ☐ **LOSSAN and SR 163** (San Diego County)

Ensuring connectivity with other HST sections

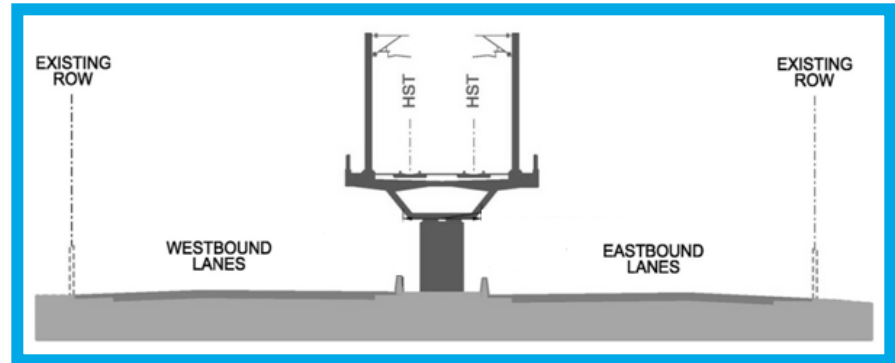
- Investigate vertical profiles in areas voicing concern
- Ridership evaluation
- Compare relative costs
- Confirm operational effectiveness
- Confirm compatibility of HST with other proposed transportation projects
- Relative environmental impacts

# TYPICAL SECTIONS

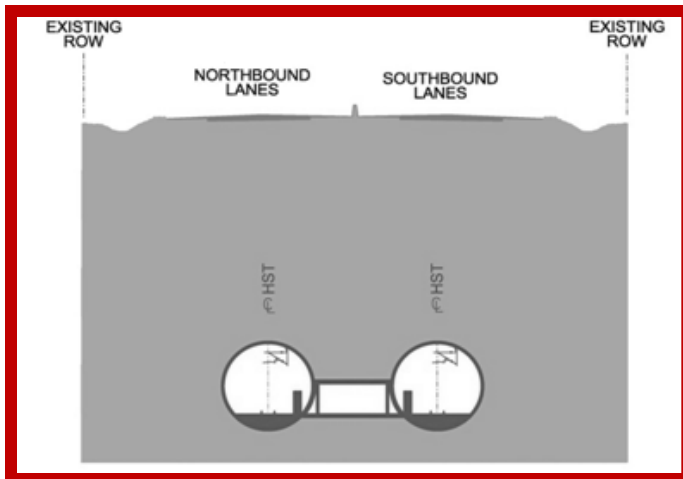
## ■ At-Grade



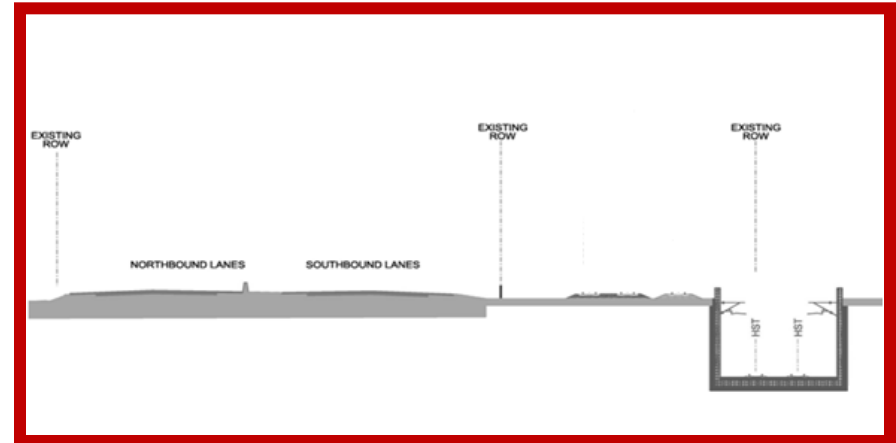
## ■ Above Grade Structure



## ■ Bored-Tunnel



## ■ Trench





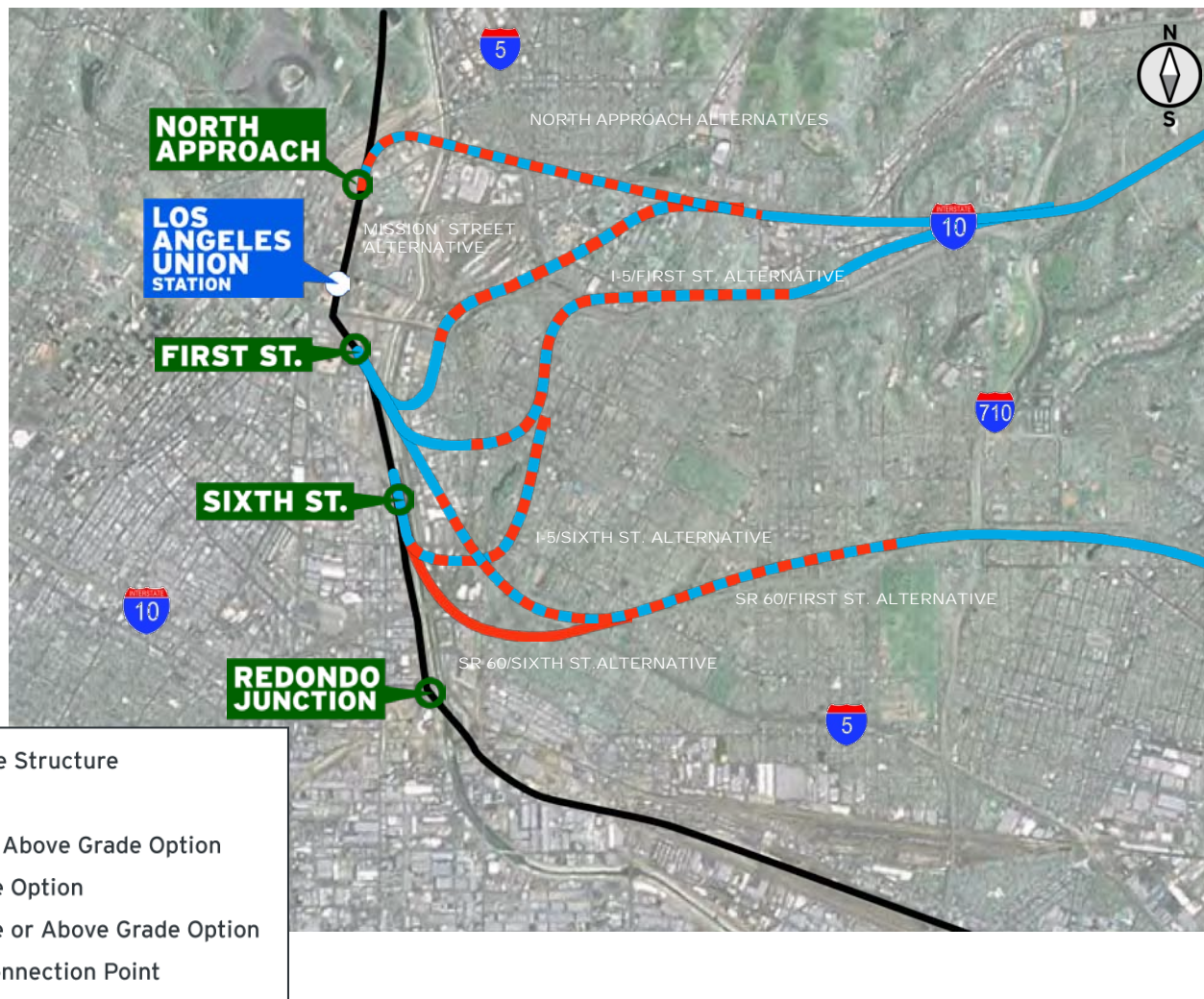
# SUBSECTION 1

## Los Angeles to Ontario International Airport



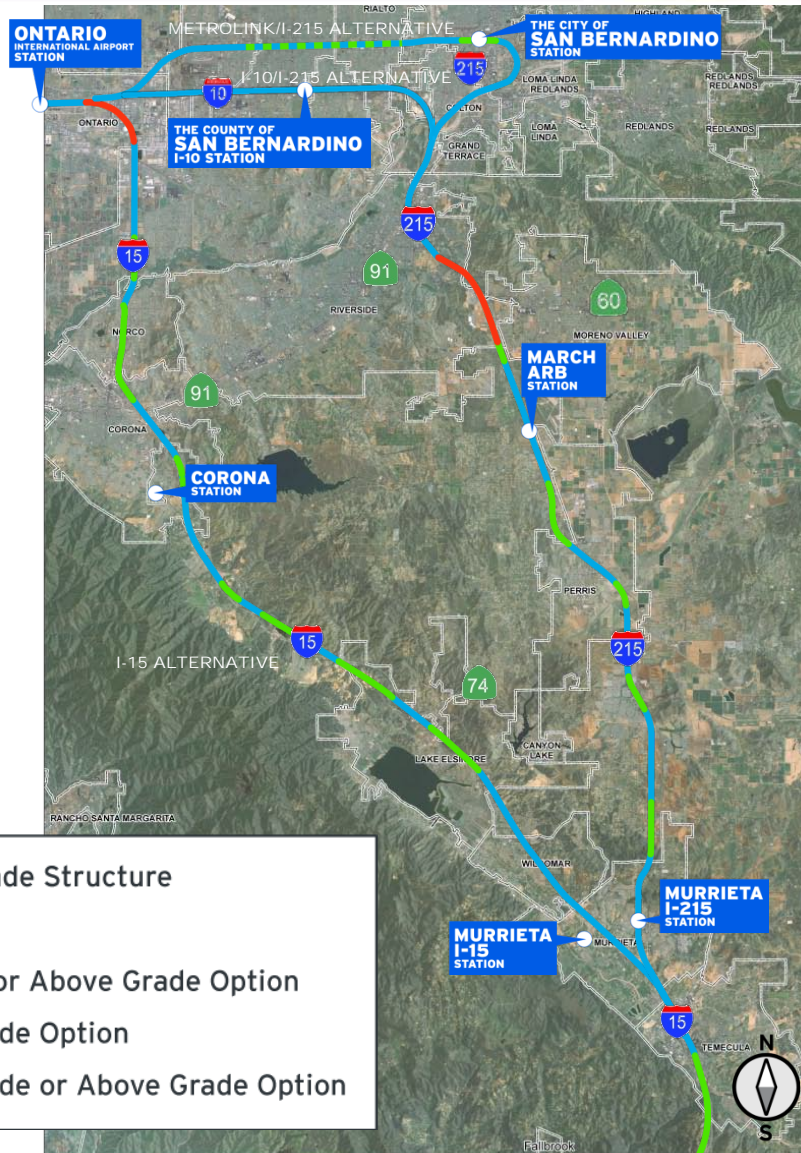







# LOS ANGELES APPROACHES AND CONNECTIONS



## SUBSECTION 2

### Ontario International Airport to Murrieta/Temecula



-  Above Grade Structure
-  At-Grade
-  At-Grade or Above Grade Option
-  Below Grade Option
-  Below Grade or Above Grade Option

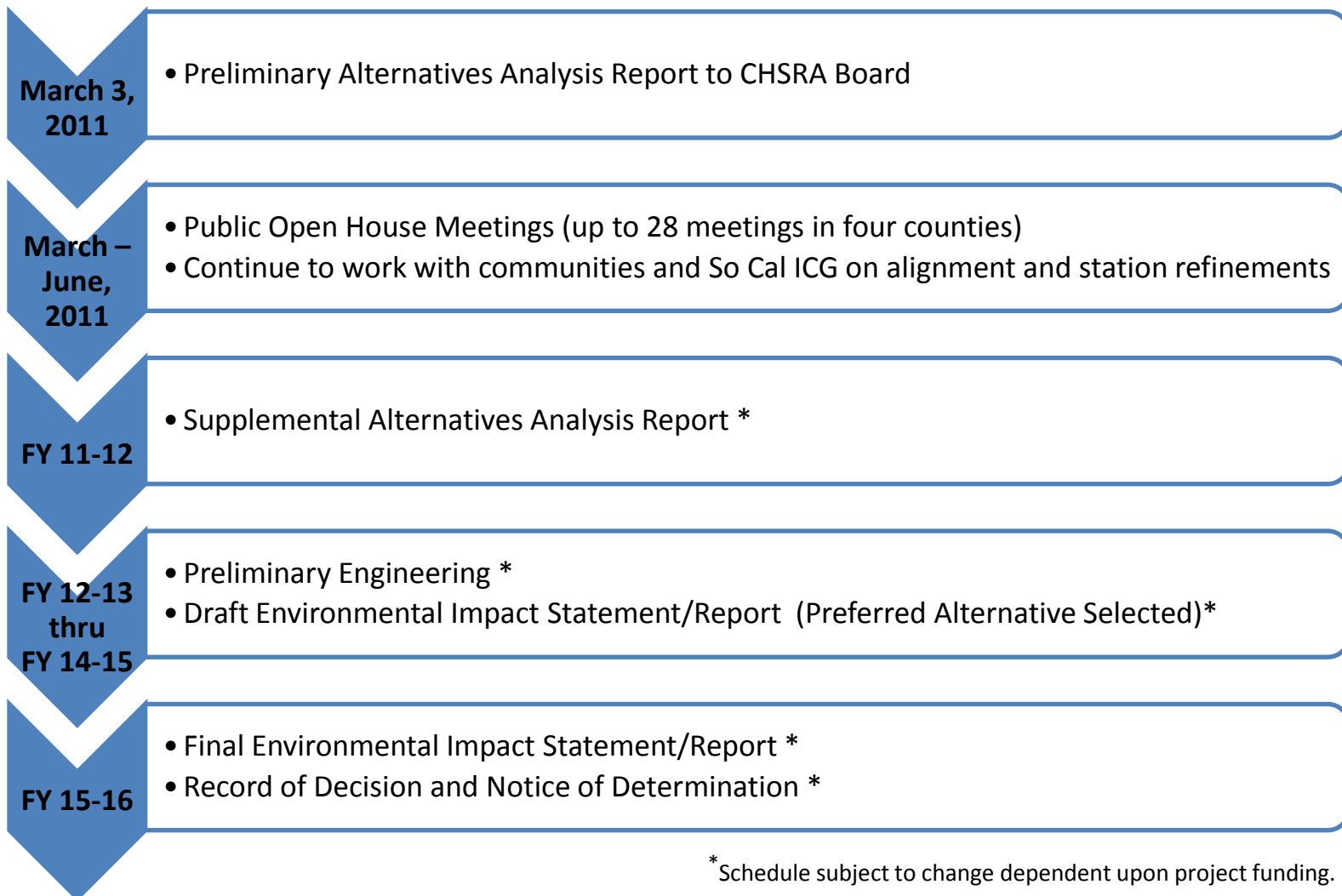


## SUBSECTION 3

### Murrieta/Temecula to San Diego



# ***TIMELINE, NEXT STEPS & PUBLIC COMMENT OPPORTUNITIES***



Ongoing Public Involvement

\* Schedule subject to change dependent upon project funding.